



**SAULT STE. MARIE.**  
ONTARIO.



*The* EDITH and LORNE PIERCE  
COLLECTION *of* CANADIANA



*Queen's University at Kingston*

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Entered according to Act of Parliament of Canada  
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G. N. Bartlett, at the Department of Agriculture

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Dear Sir,  
I am pleased  
to hear of your  
interest in  
Sault Ste. Marie,  
which I thought  
you would  
like to see.

# *Sault Ste. Marie, Ontario*

## ON THE BANKS OF ST. MARY'S RAPIDS


The history of lake navigation. The nation's commerce  
passing by its doors. The longest locks in the world  
The industrial metropolis of Canada, beautifully  
illustrated and described

*Photographed and Published by G. N. BARTLETT, Marine and Portrait Photographer*  
**SAULT STE. MARIE, ONTARIO**

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# SAULT STE. MARIE, ONTARIO



**S**ITUATED on the banks of the beautiful and romantic St. Mary's River at a point where the flow from Lake Superior to Lake Huron is obstructed by tossing and tumbling rapids, is located the industrial City of Soo, Ontario. It has within the last ten years sprung from what lacked little of being a wilderness to its present size and importance on the industrial and commercial map. The city is surrounded with a halo of interest from the early times of the Hudson's Bay Fur Company to the present, when the material results of the greatest feats of engineering to be seen on the Continent attract the eyes of the thousands of visitors who come annually in search of recreation and health. Perhaps the first thing to attract the visitor is the wonderful commerce which daily passes through our locks. Hour after hour it is possible for one to stand on the locks and watch the great passenger and freight boats pass through. The first lock on the American continent was built here by the North-West Fur Company in 1797. It was burned by the Americans in the war of 1812.

In 1889 the foundation was found from records in the Dominion Archives. In 1897 it was excavated and restored. Its dimensions are forty feet long by eight feet, nine inches wide, and the original timber floor yet remains, and is to be seen near the general office building of the Lake Superior Corporation. The company also built a block house near by to protect the lock from the attacks of the Indians. This structure has been remodelled and is now used by Mr. F. H. Clergue as his private office.

The Canadian Government lock is nine hundred feet long and sixty feet wide. It is the longest lock in the world to day. It was built in 1888-1895 at a cost of about \$4,000,000. Of equal interest to both citizens and visitors are the great industries of the Lake Superior Corporation. These are the Bessemer Steel Plant and Rolling Mills, Blast Furnaces, Pulp Mill, Sulphite Mill, Algoma Iron Works, Car Shops, Veneer Mill, Saw Mill, Charcoal Plant, Power Plant, Reduction Works, and Saw Mills. All these industries, built on a magnificent scale, are now working on a good financial basis. For one in search of romance, of scenic beauty, no place affords greater opportunity than Sault Ste. Marie, Ontario, for a few hours' sail on St. Mary's River or a run out on the Algoma Central Railway, will take him to scenes little altered from the condition which prevailed a hundred years ago.

Sault Ste. Marie now has a population of about 14,000. The surrounding country is rich in iron, copper, nickel, and gold bearing quartz, which is being mined now at great profit. Millions of acres of timber are within easy reach of the Soo, and have their only port here. The climate at the Soo is most delightful. Steady weather in winter, but not severe enough to menace the commercial welfare of the city. The summers are especially delightful, and when heat all over the country has been very oppressive the people of this vicinity are blessed with comfortable and refreshing breezes from the adjacent waters, and the nights are always cool.

June 1978

\$ 8.-

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K. Lawless May

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CANADIAN LOCKS—The longest in the world, being 900 ft. long and 60 ft. in width, with a draft of 20 ft. 3 in. It was built by the Canadian Government at a cost of \$4,000,000. The operating power is electricity, and a locking is made in six minutes.



QUEEN STREET—Looking west from Leland Hotel





SHOOTING THE RAPIDS—(ST. MARY'S FALLS).





THE PERILS OF EARLY NAVIGATION—Ice Blockade near White Fish Point, Lake Superior, April 19, 1905.





GENERAL VIEW OF CLERGUE INDUSTRIES.



VESSELS LOADING STEEL RAILS and Unloading Iron Ore at the Biast Furnaces



INTERNATIONAL HOTEL.  
ALGONQUIN HOTEL.

CORNWALL HOTEL.  
LELAND HOTEL.





C.P.R. STEAMER MANITOBA IN CANADIAN LOCK.



SAULT STE. MARIE PULP AND PAPER CO.



LAKE SUPERIOR CORPORATION INDUSTRIES FROM POWER DOCK





STEAMER NORTH-WEST—Waiting to be Locked through Canadian Locks. Largest Passenger Boat on the Great Lakes.



CITY HALL, CARNEGIE LIBRARY, MUNICIPAL BUILDING, FIRE HALL.





QUEEN STREET Looking east from Grand View Hotel.



QUEEN STREET—Looking west from McDougall Street.



C.P.R. STEAMER ALBERTA—Locking up through Canadian Locks.



TUG SCHEMCK of the Great Lakes Towing Co. One of the Busiest Boats on the River.





STEAMER HURONIC OF THE NORTHERN NAVIGATION CO.



MONTEENIER— Residence of F. H. Clergue, founder of the "Soo" Industries.



LYNN HURST— Residence of W. H. Plummer.





POE LOCK AND POWER HOUSE, SOO, MICH.



C.P.R. STEAMER ALBERTA.





STEAMER SARONIC of the Northern Navigation Co.

STEAMER MAJESTIC of the Northern Navigation Co.



HARRIS BLOCK AND MASONIC HALL.  
ST. IGNATIUS SCHOOL.

CORONATION AND HUSSY BLOCK.  
SEPARATE SCHOOL.





BESSEMER STEEL PLANT AND ROLLING MILLS Lake Superior Corporation, Sault, Ont The building measures 15,000 ft. by 350 ft.



INTERIOR OF AN ALGONIA CAMP.



THE PULP WOOD INDUSTRY on the Algonia Central Railway.





RESIDENCE OF NELSON SIMPSON.  
RESIDENCE OF E. L. STEWART

RESIDENCE OF L. A. GREEN.  
RESIDENCE OF E. A. SJOSTEDT.

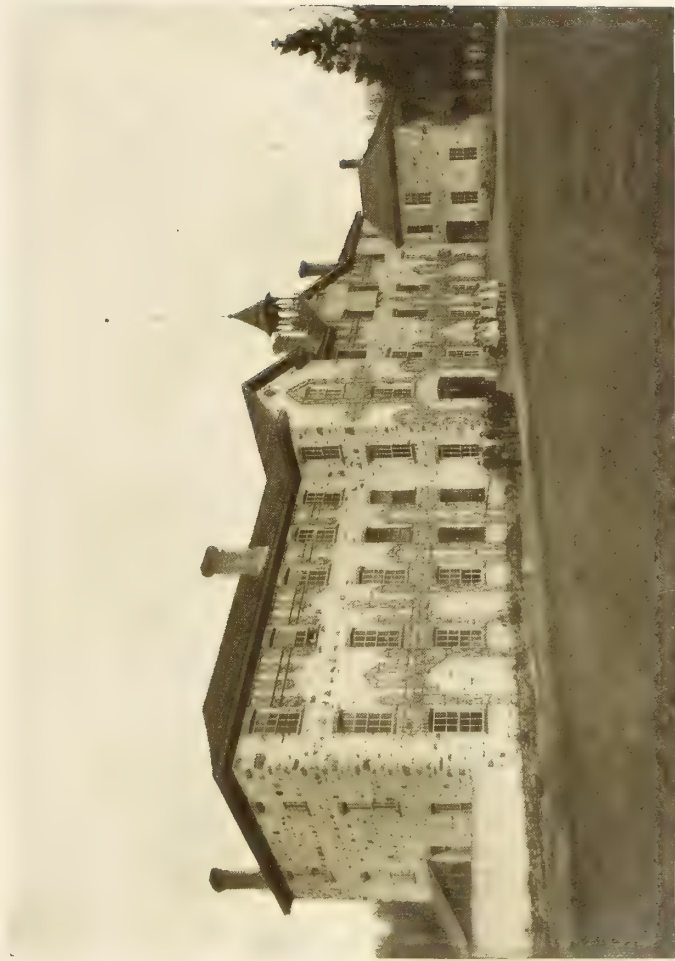


NORTH WEST LOCKING THROUGH CANADIAN LOCKS.





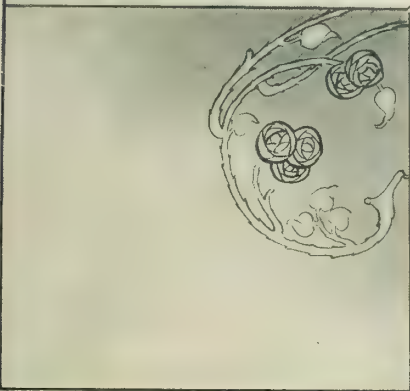
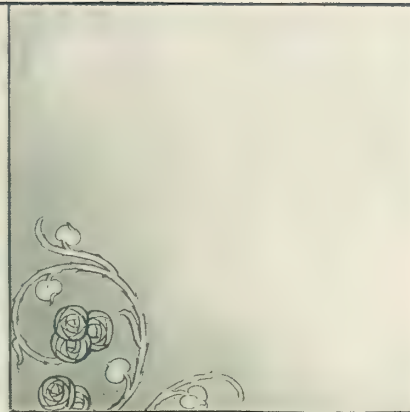
COUNTY JAIL AND COURT HOUSE.



SHINGWAUK HOME -An Indian School for the Education of Indian Boys and Girls at "Soo," Ont.



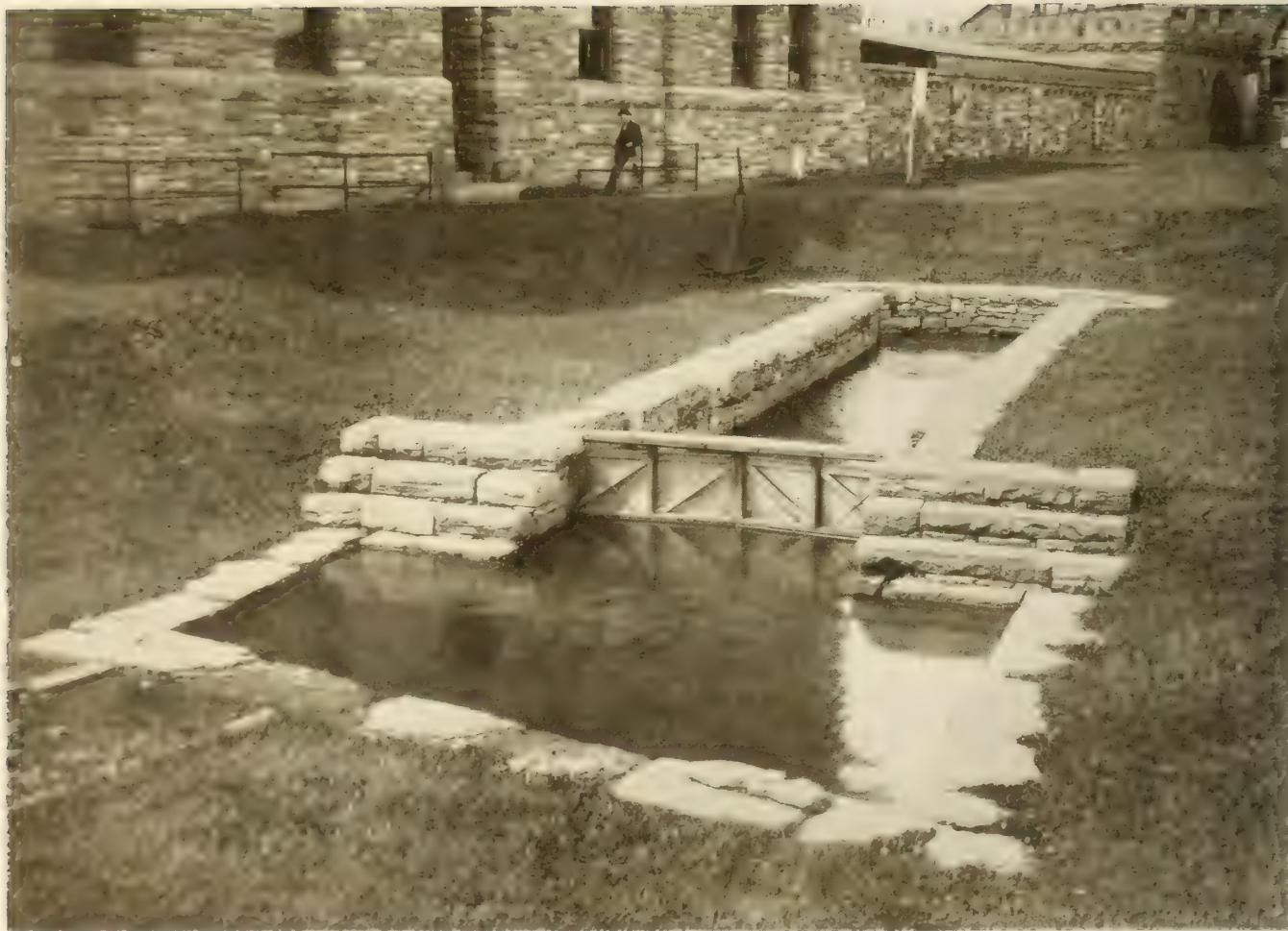
INTERNATIONAL BRIDGE—From Canadian Shore, showing an Approaching Train.



AN EARLY ARRIVAL—A Heavily Loaded  
Whaleback,

ELBERT H. GARY—The Largest Freight Boat on Fresh Water,  
569 ft. long, 56 ft. wide, keel 549 ft.





24 HUDSON'S BAY CO. LOCK 1797. Built by North West Fur Co. 1812. Burned. 1889. Foundation found from Records in Dominion Archives. 1897 Excavated and Restored. Dimensions, 40 ft. long by 8 ft. 9 in. wide. Original timber floor now remains.



STEAMER KING EDWARD—Of the Algoma Central S.S. Co.



STEAMER MINNIE M.—Of the Algoma Central S.S. Co.



C.P.R. STEAMER ATHABASCA.





ST. MARY'S BOAT CLUB.  
A GOOD CATCH OF FISH.

FOUR-OARED CREW.  
TWILIGHT—ST. MARY'S RIVER.



BLOCKADE OF VESSELS—Caused by a Collision which Blocked the Channel.

OLD HUDSON BAY BLOCK HOUSE—Now used as private office of F. H. Clergue.

BURNING OF THE SYMON, CAMPBELL BLOCK—One of the most destructive fires that ever visited the Soo.



WHALEBACK, JOHN ROCKFELLER—Locking up through Canadian Lock.





RESIDENCE OF R. H. KNIGHT.  
"SUNNYSIDE," RESIDENCE OF (JUDGE) O'CONNOR.

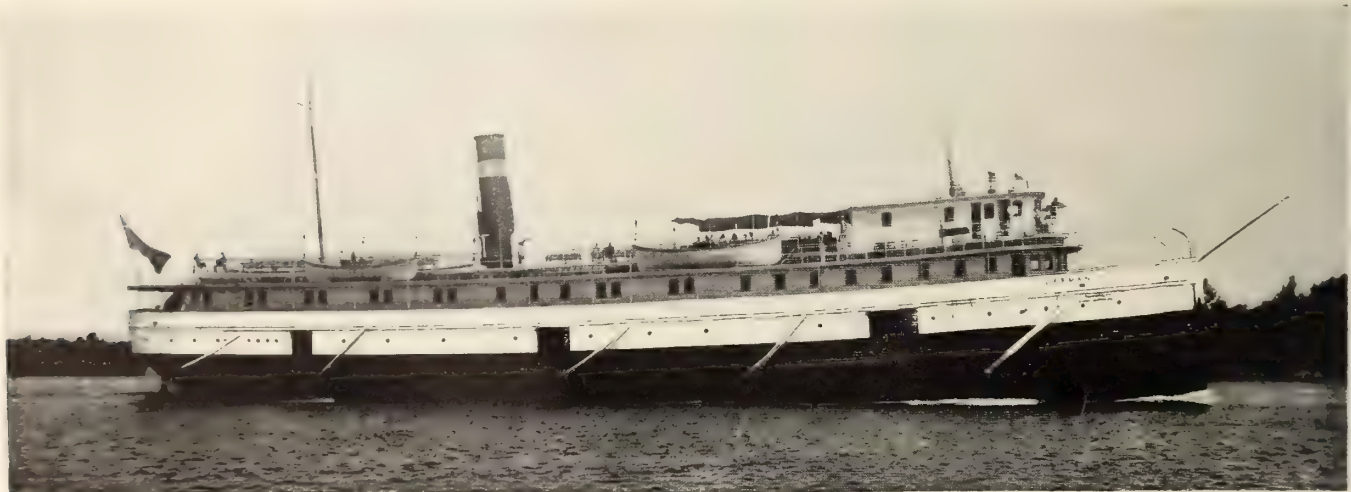
RESIDENCE OF W. H. HEARST.  
RESIDENCE OF C. F. FARWELL, Ex-M.P.



POST OFFICE.



STEAMER CITY OF MIDLAND.



STEAMER GERMANIC.

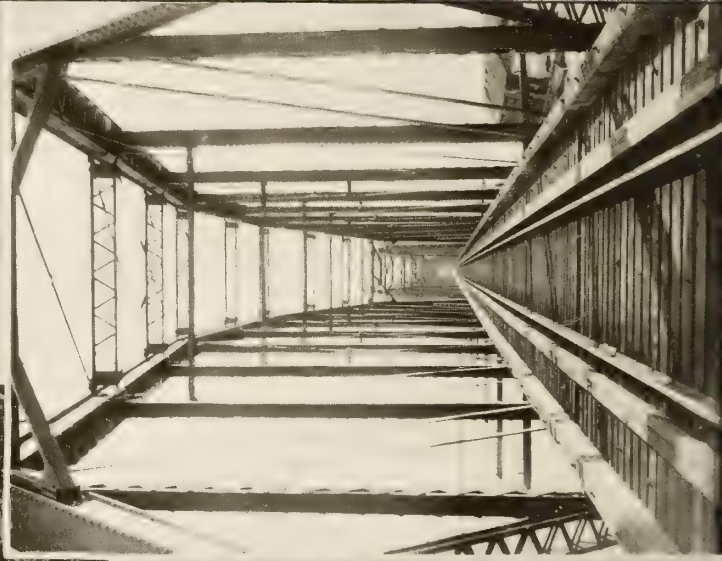




VIEW OF SOO INDUSTRIES—From top of Sulphite Mill,



A PLEASANT DAY Among the Islands,  
St. Mary's River.



LOOKING THROUGH INTERNATIONAL  
BRIDGE



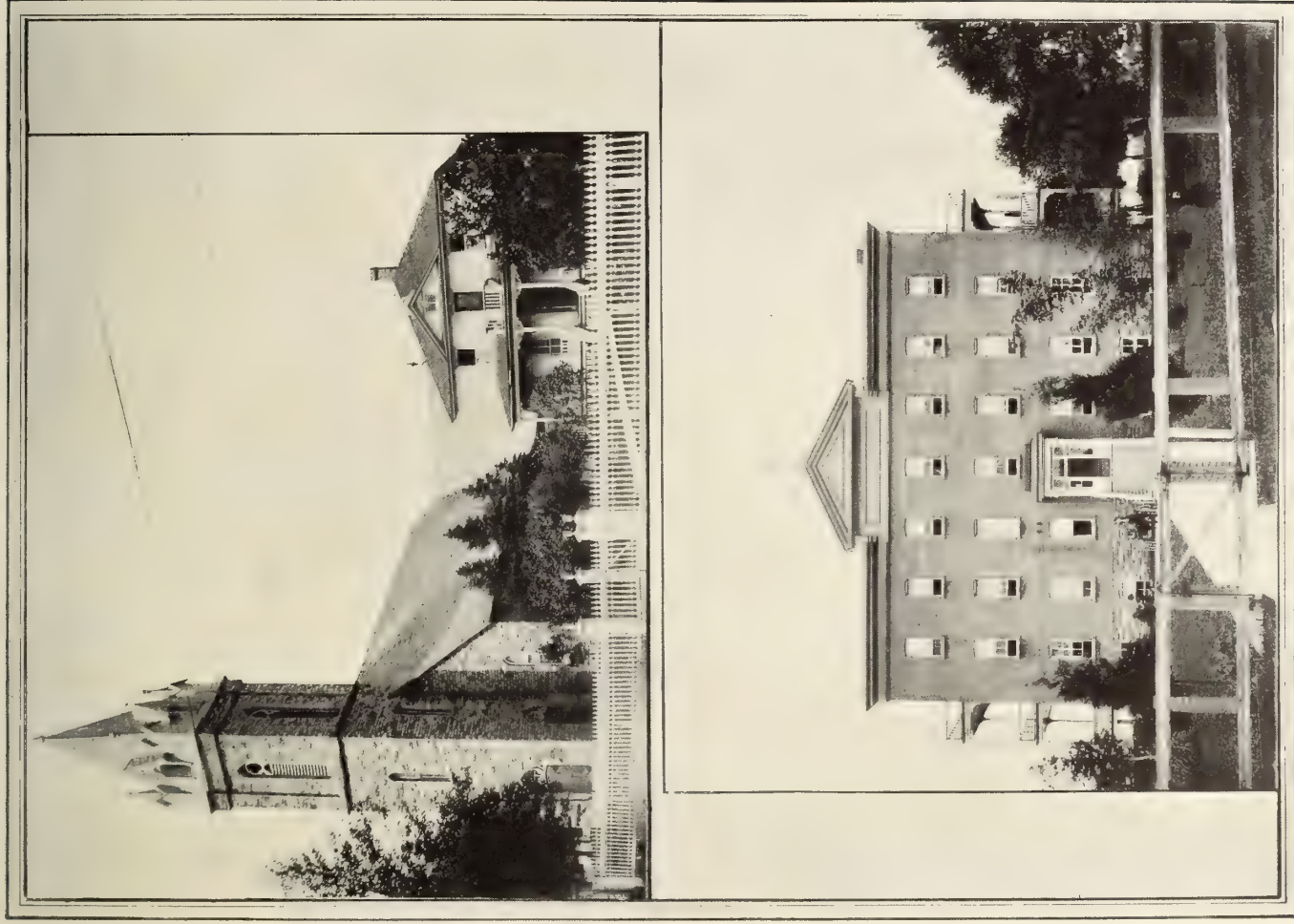
C.P.R. STEAMER MANITOBA.



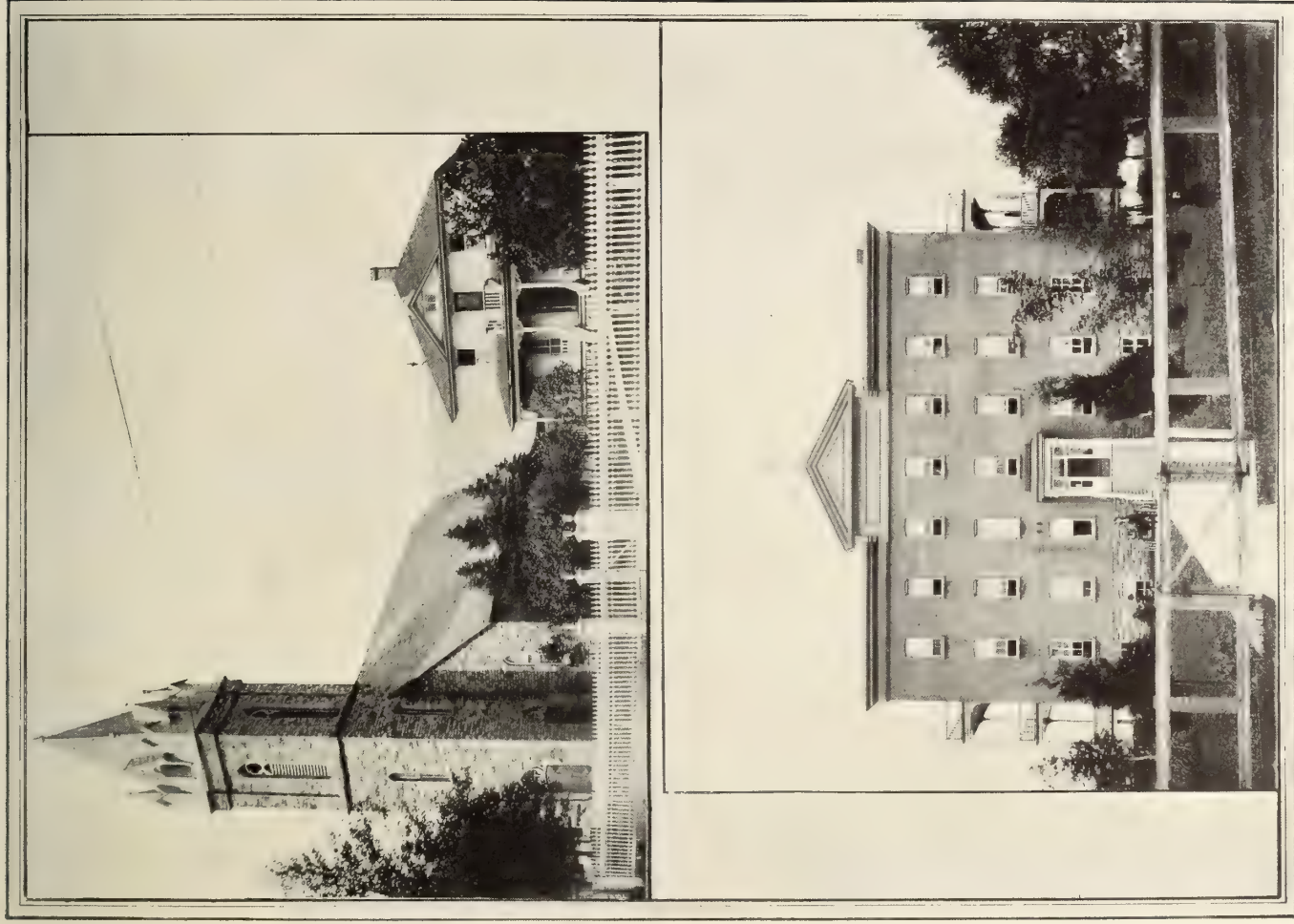


WEST END SCHOOL.  
ST. LUKE'S PRO-CATHEDRAL.

CENTRAL SCHOOL.  
BAPTIST CHURCH.



CHURCH OF THE SACRED HEART  
AND RECTORY.



GENERAL HOSPITAL.



VIEW OF AMERICAN LOCKS, SOG, MICH. The Naval Parade of the Semi-Centennial Celebration of the Opening of the Locks, August 2 and 3, 1905.





WHALEBACK LEAVING THE LOCKS



STEAMER MONARCH—Of the Northern Navigation Co.



BATHING ON THE BEACH, ST. MARY'S RIVER.



A VIEW FROM BELOW THE LOCKS—When the Naval Fleet were Locking through during the Semi-Centennial Celebration of Opening of Soo Canal August 2 and 3, 1905.





THE NAVAL PARADE Coming from the Canadian Lock during the Semi-Centennial Celebration of the Opening of the Soo Canal,  
August 2 and 3, 1905.



NAVAL PARADE—Of the Semi-Centennial Celebration locking through Canadian Lock, August 2 and 3 1905.





THE U.S. NAVAL SHIP YANTIC—A guest of the two Soos during the Semi-Centennial Celebration of the Opening of the Soo Canal, 1855—1905.







